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A. S. WATSON & CO., LIMITED, HONGKONG AND CHINA.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, NOVEMBER 11TH, 1914.

THE trade returns of the United Kingdom for the month of October, summarised in a RETURN'S telegram which appeared in our Monday's issue, are much better than one could have dared to hope three months ago. They show, in short, that both imports and exports in that month fell off only by about one-third.

The decline in imports was almost balanced by the reduction in exports. Inquiries addressed by the Board of Trade to nearly all the principal manufacturers in the early part of September, after a month of war, showed that employers covering 75 per cent. of the workpeople included in the returns received had not been specially affected by the war, says the Times. These employers reported since the middle of July a total reduction of staff of only 1.5 per cent. Employers of the remaining 25 per cent. covered by the returns reported that they had been affected by the war, and had reduced their staff since the middle of July by 27 per cent. The two industries most affected are the cotton industry and construction of vehicles, each of which, as compared with July 17th, showed a contraction of about 19 per cent. in the numbers employed. In the cotton industry another 40 per cent. were working short time. The principal decrease in the imports for the month of October is shown to be raw cotton (the fall representing a value of £7,000,000), while wool showed a decline of about three-quarters of a million sterling. Exports

were affected chiefly by reduced foreign demands for coal and cotton and woollen manufactures. The Board of Trade inquiries in September, however, went to show that while coal mines working for export have been affected, the great majority of the coal mines report themselves as unaffected by the war, and at the same time report that they are working reduced hours, which is, of course, the common summer practice. The reports received by the Home Office from the inspectors of mines in respect of the week ended September 5th indicated that the position in the mining industry had improved, and was on the whole satisfactory. A considerable number of collieries were working only four or five days a week, especially in Scotland, Yorkshire, Durham, Northumberland, and North Lancashire, but on the other hand, there was considerable pressure in the steam coal trade in South Wales, where more men could be employed if they were available, and in other districts conditions were more or less normal. So that it may be taken from this that though the export of coal shows a decline, the output from the mines is probably well maintained. It can readily be understood that while the whole of the British Navy is actively employed in patrolling the seas the demand for Welsh coal must be much greater than in normal times. From the replies returned to the Board of Trade enquiries in September the general conclusion was that though there was at the moment a contraction of employment as a result of the war, this contraction had been met to a very marked extent by reduction of hours instead of by reduction of staff; 93 per cent. of the workpeople engaged in production were still wholly or partially employed. Moreover, the returns showed that of the contraction of 7 per cent. in the numbers employed at least two-thirds represent men who have left for military or naval service and who were, therefore, not unemployed. Thus the percentage of workpeople wholly unemployed (including women) had only increased by a little more than two. It cannot be supposed that since these investigations were made conditions have greatly changed. Certainly they have not changed for the worse; all the indications, in fact, point to improvement, and as soon as the few enemy ships which are roving about the ocean highways are captured or destroyed, increased shipping facilities should help the trade of Great Britain considerably. Never has the world had a better object lesson in the advantages of sea supremacy.

To-day is the birthday of His Majesty the King of Italy, and the Italian Consul General, Comm. Volpicelli, will be in his office to receive visitors from 11 till noon.

The weekly health return shows that during the past week there were reported two cases of enteric fever, two of diphtheria, and one of puerperal fever. With the exception of one case of diphtheria, all patients were Chinese.

Messrs. Weismann, Ltd., gave to the Ministering Children's League Bazaar 103 cakes to be sold for the benefit of the Prince of Wales' Fund and also gave chocolates and ices and lent spoons. By a printer's error, Messrs. Weismann's contributions were omitted from the list of donors appearing in our issue of Monday.

THE "BLUE BIRD."

The second performance of Maeterlinck's Fairy Play "The Blue Bird" was given before a crowded and delighted house at the Theatre Royal last night. On this occasion the leading part of Tyltil was taken by Master Willy Mace. If it cannot be said that he fitted the part quite so perfectly as Master Caldwell who was the Tyltil of the first performance, he certainly did extremely well, while little Miss Agnes Bishop was charmingly natural as Mytyl.

Mr. Siegler who is responsible for the production has given us proof of his talents in this direction on previous occasions, but this is certainly his masterpiece. It is no exaggeration to say that some of the scenes—notably the Kingdom of the Future—are equal to any to be seen on a London stage. Very high praise also must be given for the Ballets and Dances invented and arranged by Mrs. J. Somerville Dobie, who also designed and supervised the costumes.

In addition to the third performance on Saturday, 14th inst., it has been decided to have a Matinee on Wednesday, 18th, at 4 p.m., to which children will be admitted at half-price and adults at the usual theatre prices. Booking for the same has now commenced. Special reduced rates can be arranged for large parties by applying early at Messrs. Moutrie & Co.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PUKOW-HSINYANG RAILWAY.

PEKING, November 9th.

A commencement will be made on the Pukow-Hsinyang railway at both ends on the 15th inst.

A NEWSPAPER PROJECT.

FUNDS RAISED FOR JOURNAL IN MONGOLIAN AND TIBETAN LANGUAGES.

PEKING, November 9th.

Funds are being raised by the Mongolian and Tibetan Council for the publication of a newspaper in these languages for the enlightenment of the people.

CHINESE MINISTRY FOR FOREIGN AFFAIRS.

PEKING, November 9th.

President Yuan Shi-kai has asked Sun Pao Chi, Secretary for Foreign Affairs, to refrain from resigning.

CHINA'S FINANCIAL SITUATION.

PEKING, November 9th.

The Finance Ministry estimate that the administrative expenses for November and December will amount to \$9,000,000. The prospects are good, and already \$8,000,000 have been remitted by the Provinces.

SHANGHAI RACES.

SECOND DAY'S RESULTS.

The races at Shanghai were continued yesterday with the following result:—

NORTHERN CUP.
Mr. H. Morris's Castlefield (Stewart) 1
Messrs. Winsome and Hasty's Wood-lark (Hill) 2
Sir Paul's Aldwych (Burkill) 3
Distance: 2m. Time, 1m. 31.1-sec.

CHINA CUP.
Mr. Lamerton's Mameluke (Rowe) 1
Mr. H. Morris's Wakefield (Stewart) 2
Mr. R. Macgregor's Ye Conjuror (Hill) 3
Distance: 1m. Time, 2m. 9.3-sec.

SHANGHAI STAKES.
Mr. W. S. Jackson's Suffolk (Burkill) 1
Mr. H. Morris's Cornfield (Stewart) 2
Mr. John Peel's Lockhart (Johnstone) 3
Distance: 1 1/2m. Time, 3m. 21.2-sec.

PAQODA CUP.
Mr. Hongkew's Winston (Dalglish) 1
Mr. E. B. Hine's Kimberley (Hill) 2
Mr. Elretus's Chance (Vida) 3
Distance: 1m. Time, 2m. 13.4-sec.

LAMA MIAN STAKES.
Mr. Oswald's Bartonhill (Johnstone) 1
Mr. Evelyn's Sir Pelias (Vida) 2
Mr. Perry's Perseverance (J. K. Brand) 3
Distance: 2 m. Time, 4m. 26.2-sec.

RUBICON PLATE.
The B. P. Kongsi's Giddy Bird (J. K. Brand) 1
Mr. J. I. Ezra's Sherwood (Owner) 2
Mr. Evelyn's Sir Mordred (Vida) 3
Distance: 1 1/2m. Time, 2m. 49.4-sec.

RACING STAKES.
Messrs. Toog and Spelman's Swanee (Hill) 1
Mr. Shanghai's Peter (Dalglish) 2
Mr. John Peel's Moffat (Johnstone) 3
Distance: 1 1/2m. Time, 2m. 43-sec.

SYCEE STAKES.
Mr. John Peel's Firthhead (Johnstone) 1
Mr. Elm's Moana (Hill) 2
Mr. R. Macgregor's Ye Conjuror (Hill) 3
Distance: 2m. Time, 1m. 33.4-sec.

SICCAMEI PLATE.
Mr. Lamerton's Borneo (Rowe) 1
Mr. John Peel's President (Johnstone) 2
Mr. Kadoorie's Fijian Chief (Moller) 3
Distance: 1 1/2m. Time, 2m. 40.4-sec.

UNSETTLED MEXICO.

CARRANZA'S HOSTILE INTENTION.

American telegrams state that Carranza, defeated in his ambitions to be named as the Provisional President of the Republic of Mexico, has assumed a hostile attitude, and has endeavoured to provoke a rupture between the American soldiers who are occupying Vera Cruz and the inhabitants of the city.

The Agus Calientes convention has selected Eulalio Gutierrez as Provisional President, despite the protests made by Carranza.

GERMAN DUM-DUM PRICE LIST.

Het Leven, the Dutch illustrated paper, publishes the replica of a price list issued by the Mauser Arms Factory, Germany, with reproductions of the different dum-dum bullets the firm can supply. A new weapon (says the Maif) is also shown, called the franc-tireur (irregular) sabre (i.e., for civilians), which can be easily concealed in the pocket.

The Ministry of Marine announces that French mines are now anchored in the Adriatic, as provided in the safeguards prescribed by The Hague Convention of 1907.

SUPREME COURT.

Tuesday, November 10th.

IN SUMMARY JURISDICTION.

BEFORE THE PUENE JUDGE, MR. F. A. HAZELAND.

THE CASE AGAINST THE TRAMWAY COMPANY.

The action was resumed in which J. S. Chalmers, a surveyor in the Public Works Department, sued the Hongkong Tramway Company for the recovery of damages amounting to \$1,000 for alleged wrongful arrest.

At the previous hearings it was adduced that plaintiff rode on a tram-car from Shaokwan to the Post Office and on showing his ticket to one of the company's inspectors on the Causeway Bay-Whitty Street section was told that it was not the proper ticket. Plaintiff contended that it was the one issued to him, and the conductor admitted that plaintiff had paid his fare. Plaintiff went to the police station with a Sikh policeman who was called by the inspector, and he alleged that he was given in custody by the inspector.

Mr. F. C. Jenkin (instructed by Mr. P. W. Goldring) represented plaintiff, and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton of Messrs. Deacon, Looker, Deacon & Harston) defended.

Mr. Course, traffic superintendent, said that with regard to breaches of the by-laws the company's inspectors had been given express instructions by him. In the case of a passenger refusing to produce his ticket the instructions were to ask him to leave the car, and if he refused, to ask his name and address. If the passenger refused these particulars the inspector was to seek the assistance of the police in getting them. In the event of the passenger still refusing to give the information the inspectors instructions were to go no further. He asked the inspectors to take note of such passengers with the view to recognising them again. Inspectors had no instructions to arrest or charge passengers guilty of such breaches of the by-laws.

Mr. Potter contended that there were two things which plaintiff must prove before he could succeed: that he was arrested by the ticket inspector, and that the inspector had authority from the company to effect such arrest. If a policeman was called and after hearing a statement of the facts proceeded to arrest the person complained of it was not false imprisonment on the part of the person who complained, though it might make him liable in an action for malicious prosecution. If this were not the law no person could safely call a policeman if he saw another man's pocket being picked. Counsel read a ruling in which it was held that a person who gave information upon which a policeman arrested and afterwards signed the charge sheet did not thereby incur liability. The inspector's action undoubtedly led to the arrest of plaintiff. The authorities were put in motion by reason of the ticket inspector telling the constable the facts of the case, but it had been held that this did not make the informant liable.

Judgment was reserved.

BRITISH STEAMER TAKES FIRE IN PACIFIC.

PART OF CREW RESCUED.

Messrs. The Bank Line, Ltd., General Agents of the American and Oriental Line, have received information to the effect that the Shirley, 4,550 tons, has had to be abandoned in mid-Pacific owing to fire. The master and part of the crew were picked up by the Craigina and brought to Yokohama, but no further details are to hand regarding the remainder of the crew or of the ultimate fate of the steamer.

The Shirley (owners Messrs. Houlder, Middleton & Co., London) was quite a new steamer, having been built in the latter half of 1913. She was on passage from New York to Japanese ports, Shanghai, Hongkong and Singapore with a valuable general cargo and was one of the first steamers coming to the East from New York via the Panama Canal. The latest news of her was leaving Colon for Yokohama on the 30th September.

AMERICA'S DEMOCRATIC GOVERNMENT.

As a result of the recent election the Democratic party will have a majority of 15 in the next Senate, and a majority of 23 in the next House. The present Senate contains 52 Democrats and 44 Republicans, and the election returns indicate that the Democrats made gains in the upper House which they lost in the lower. The existing House contains 290 Democrats and 137 Republicans. In the House the Republican party gained 81 seats, leaving the Democrats with a majority of 3 and a plurality of 9.

THE "EMDEN'S" VISIT TO PENANG.

FULL STORY OF THE INCIDENT.

The following account of the sensational visit of the German cruiser Emden to Penang Harbour on the 28th October is taken from the Penang Gazette:—

The Emden, which, apparently, had been lying outside Penang on the night of Tuesday, October 27th, entered at about 5 o'clock on Wednesday morning, when the light was still faint and deceptive, and making for the men-of-war anchorage, took up a position. She was observed—of this there is no doubt—by the Russian cruiser Zhemtchug; but the German three-funnelled rover had rigged up a dummy, and passed for H.M.S. Yarmouth just long enough to enable her Commander to manoeuvre his ship into a position which rendered a sudden and effective attack on the Zhemtchug easy. The Russian ship had hardly become aware of the Emden's identity when she was torpedoed, and almost at that moment the Emden opened a terrific broadside, at no greater range than about 300 yards. The decks of the Russian warship were swept by the fire of her guns and shells were pumped into her. The Russian gunners had no opportunity of successfully defending the ship, but they replied gamely. It was futile, for it could be seen through the flames and smoke that the Zhemtchug within a few minutes had listed so badly that it was impossible for them to strike the Emden. Two other broadsides followed, and the noise of an explosion indicated only too plainly what had happened. It is believed that the Zhemtchug was torpedoed again. The shells had torn great rents in the doomed warship, which was also holed below the water line. When the huge cloud of black smoke had disappeared there was no sign of the Zhemtchug. From the opening cannonade, until the end, only a quarter of an hour elapsed. Rarely, if ever, has there been a naval engagement at shorter range, or a calamity of this nature, overtaken a warship with such incredible swiftness. Eighty or ninety of the crew of the Zhemtchug went down with the vessel. Of her complement of 355 men, the majority were rescued, but a large proportion were shockingly wounded. Several French torpedo-boats were in harbour, and were silent and powerless witnesses of the hell that had been let loose. They were lying close in and like the sunken warship, had no steam up.

After dealing her deadly blow, the Emden moved slowly round and opened fire apparently in the direction of the oil tanks, none of which were hit. A transport with coal on board received one shell, which ploughed right through her not many feet above the water line, and wounded an officer badly. The Emden then steamed away by the north channel, the way she came, and saw the Merbau, a coasting steamer, now acting as a patrol. Evidently under the impression that he had to deal with a destroyer the Emden's commander opened fire, and shells shrieked their way to their billet. Several missed, but the Merbau's funnel was struck and she was hit elsewhere. Discovering his blunder the Commander ceased fire, and the Emden continued to Muka Head.

The French torpedo boat was not a good mark and she sustained a long cannonade from the Emden's guns. The torpedo-boat could do little in the way of an effective reply, and the unfortunate crew were trapped as surely as the poor fellows on the Zhemtchug. The Merbau's crew were stopped to receive those who were discovered above the waves. When the Emden encountered her victim the hour was about 7 o'clock, and the discharge of the shells could be heard from the town.

THE FIRST INTIMATION.
Penang had not awakened when the intimation of the Emden's arrival came. The astonished residents hastily dressed, and rushed off in the direction of the firing, which was patent to everybody. The roar of the guns was deafening, and almost ceaseless for nearly a quarter of an hour.

RUSSIAN SAILOR'S VERSION.

THE "EMDEN'S" FALSE MESSAGE.

Describing what actually occurred, a Russian sailor who was on the deck of the Zhemtchug told how the warship, showing four funnels, came into view about 5.30 and when challenged by the Zhemtchug, replied, "Yarmouth coming to anchor." The newcomer continued on her course, heading between the Russian cruiser and Penang, only about two hundred yards away from the Zhemtchug.

One of the guards on board the Russian, keeping a close watch on the incoming vessel, observed the foremost funnel shake, and he immediately gave the alarm by shouting "Emden." A shot was aimed at once fired by the Russian, and the Emden, now abreast of her opponent, fired four shells at the Russian, two of which hit. A torpedo from the Emden then struck the Zhemtchug aft, followed by another which exploded in the fore part of the Russian, causing the latter to heel over and practically rendering her guns useless. The Emden went on a short distance, keeping up a desultory fire, turned, firing a broadside while doing so, and when again abreast of the Zhemtchug, now on the Province side, fired another broadside, the replies by the Russian in consequence of the heavy list, all passing over the German. Now in a sinking condition, with her decks covered with dead and wounded men, a terrific explosion, believed to be the magazine, practically shattered the cruiser. When the huge mass of flame and smoke cleared off, only the top of the Zhemtchug's mast was to be seen, while scores of men were swimming about in the water.

"No forget," said the sailor, with tears in his eyes, which his hand immediately covered, evidently an attempt to hide the terrible scenes and experiences through which he had just passed. He believed the Zhemtchug fired in all about thirteen shots but he thought that none of them

struck the Emden in consequence of the list caused by the torpedoes.

The wounded were conveyed to the General Hospital, and the uninjured to the Parish Hall, the latter being subsequently removed to "Mario Field," Tanjong Bungah, and the College of the Mission Etangeres, Pulau Tikus.

THE DEATH ROLL.

It is understood that there were 365 souls on board, and of these 1 officer and 88 men lost their lives. The wounded number 2 officers and 180 men. Those who escaped, numbered 10 officers and 133 men. Three of the injured have since died in the General Hospital. A number of those taken to Hospital were found to be merely suffering from shock and have since joined their comrades, who escaped scathless.

FURTHER BODIES RECOVERED.

Fifteen bodies of Russian sailors were recovered floating in the harbour on Friday, the 30th ult., and brought ashore for burial.

THE STRAYING SHELLS.

Several of the shells found bilts elsewhere. One was found at the Golf Course, one in the Waterfall Gardens, one at Prai, and several at Bukit Mertajam. It is satisfactory to know that the only damage they did was to slightly injure two coolies at Bukit Mertajam.

IT IS STATED THAT THE ZHEMTCHUG HAD A BRITISH NAVAL OFFICER ON BOARD.

AN EYE-WITNESS'S STORY.

An eye-witness states: "The Emden came in at 4.30, stopped five minutes outside the Penang Club, and then went into the Harbour; stopped four minutes in front of the Fort, broadside on, and then steamed past a Russian cruiser, went round her, and put two shots and a torpedo into her. The Russian managed to fire three shots which hit the Emden but in five minutes after the first shot the Russian sank. The Emden steamed out, met the patrol coming in to tell us it was the Emden, and fired ten shots at her without sinking her. She afterwards met the Glenartney, stopped her (we could see it), asked if she were carrying ammunition and when she said "No" lowered her boats. But catching sight of a French torpedo going for her she called the boats back and actually had the cheek to send a message by the Glenartney: her compliments to Penang and apologies for firing on the patrol. We watched the Glenartney come in for Leather, while the Emden sailed off pursued by the torpedo boat. By Btau Ferringi she set another torpedo boat and sank her. And cleared Heaven knows where."

THREE MILLIONS IN TWO MONTHS.

THE PRINCE OF WALES' THANKS.

The National Relief Fund has reached over £3,000,000, and the following letter of thanks has been issued by the Prince of Wales:—

BUCKINGHAM PALACE.

5th October, 1914.

On the 6th August I appealed to the Nation to assist me in founding a National Fund to prevent and alleviate military and civil distress arising in consequence of the War. To-day, after a lapse of exactly two months, I am happy to say that the Fund has reached the splendid total of three million pounds. I wish to take this opportunity of thanking once more the many thousand of generous subscribers who have helped me to achieve this grand result.

I have delegated the responsibility of administering the Fund to the Executive Committee which I have appointed on the advice of the Prime Minister, and I count upon the Committee to see that assistance in emergency cases is adequate, and given with as little delay as circumstances permit. I trust that the portion of the Fund which is to be applied in relief of civil distress may as far as possible flow into productive channels, such as assisting schemes for male and female employment and perhaps industrial training; for it is as repugnant to me as it must be to the recipients that assistance should be distributed only in the form of doles. What men most want is work, and what the young people need is training.

The sum which has already been raised is magnificent, and I am confident that the generous British public will continue to do their utmost to alleviate the distress which War inevitably brings in its train.

EDWARD.

INTIMATIONS

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

B. L. WHISKIES

GOLD LABEL.

WHITE LABEL.

Prepared by the Oldest Firm of Distillers in the World.

Matured to perfect condition before being placed on the Market.

THE WAR.

"EMDEN'S" ACTIVITIES ENDED.

ASHORE AT COCOS ISLANDS.

We learn that an end was put to the activities of the German cruiser *Emden* yesterday at the Cocos Islands, where she had evidently gone on a cable-cutting exploit, for Cocos Islands is an important station of the Eastern Telegraph Co. They consist of a group of about twenty small coral islands, lying about 700 miles S.W. of Sumatra and 1,200 miles S.W. of Singapore, to which settlement they were annexed in 1903.

The *Emden* is stated to have encountered an Australian cruiser. We are without definite information as to what actually occurred, except that the *Emden* was run ashore. Her officers and crew, we understand, are prisoners.

[THROUGH REUTER'S AGENCY.]

TSINGTAU TRANSFERRED.

LONDON, November 9th.
7 p.m.

The terms of the surrender of Tsingtau have been signed, and the city has been transferred to the Japanese authorities.

LORD KITCHENER CONGRATULATES JAPAN.

LONDON, November 10th.
6.40 a.m.

Lord Kitchener telegraphed to the Japanese War Minister his warmest congratulations on the taking of Tsingtau, and said: "The British Army is proud to be associated with their gallant Japanese comrades in this enterprise."

THE STRUGGLE IN FRANCE AND BELGIUM.

FOG CONTINUES TO CHECK OPERATIONS.

LONDON, November 9th.
6 p.m.

To-day's Paris *communiqué* says:—

The Germans renewed the offensive against Dixmude and southeast of Ypres. The attacks were everywhere repulsed.

We made progress at the end of the day along the entire front from Dixmude to the Lys. Nevertheless, the advance is slow owing to the offensive which the enemy are now assuming, and also the enemy's effective organised defenses.

Fog rendered the operations difficult, especially between the River Lys and Mase.

Our progress in the Centre was maintained.

There have been small engagements in the Argonne and Verdun regions.

There is nothing further to report concerning Lorraine.

The enemy made fresh attacks against Col-de-Sainte Marie, suffering distinct defeat.

LONDON, November 10th.
1.55 a.m.

The evening *communiqué* issued at Paris says:—

There has been no notable modification in the situation in consequence of difficulties caused by a dense fog in operations of some magnitude.

In the North the day has been good. We have maintained our positions between the River Lys and Langemark, and made appreciable progress between Langemark and Dixmude.

THE RUSSIAN OPERATIONS.

RUSSIANS OCCUPY SOLDAU.

LONDON, November 9th.
11 p.m.

A telegram from Petrograd says that it is officially announced that the battle continues in East Prussia. The Russians have occupied Soldau.

The enemy beyond the Vistula are still retreating, while south of Przemyśl the Russians captured another 1,000 prisoners.

COLONIAL TROOPS ON PARADE.

STIMULATING RECRUITING IN ENGLAND.

LONDON, November 10th.
6.40 a.m.

The War Office had been reproached for its failure to stimulate recruiting by means of parades. The appearance of the Colonial troops at the Lord Mayor's Show had an immediate effect, and a fresh boom in recruiting started yesterday.

Another deterrent was removed by the announcement of substantial allowances to widows and children of the soldiers and sailors killed in the war or dying within seven years. The minimum for a family of five is 31 per week.

[THROUGH REUTER'S AGENCY.]

HISTORIC GUILDHALL BANQUET.

BRILLIANT GATHERING REPRESENTATIVE OF THE ALLIES.

GREAT SPEECH BY LORD KITCHENER.

LORD MAYOR'S SHOW A MILITARY PAGEANT.

LONDON, November 9th.

The Lord Mayor's Show was a great military pageant, and was London's first opportunity of acclaiming the soldiers and sailors. The crowds rapturously welcomed the Canadians, New Zealanders, and the Newfoundlanders, and cheered the London Scottish till they were hoarse, and also the Marines who fought at Antwerp.

8.35 p.m.

The Guildhall banquet to-night, like to-day's Pageant with the Dominion troops, assumed an essentially Military aspect. There was a brilliant gathering representative of the Allies, who were specially toasted, besides honoured guests from France, Russia, Japan, Belgium, Serbia, and Montenegro, Ambassadors of neutral Powers, and the usual splendid gathering of Cabinet Ministers, ex-Cabinet Ministers, and representatives of every section of the community.

EARL KITCHENER, Secretary of State for War, responding to the toast of "The Army," said:—

"The soldiers in the Field deeply appreciate the toast. Every officer returning from the front says the men are doing splendidly." He referred to the good work of the London-Scottish and the Indian troops, and paid the warmest tribute to the gallant Allies, especially expressing his admiration for the French Generalissimo, General Joffre, and the Russian Commander-in-Chief, the Grand Duke Nicholas. "The Empire is now fighting for its existence," added Lord Kitchener, "and I want every citizen to understand this cardinal fact. Only from a clear conception of the vast importance of the issue at stake can come the great national and moral impulse without which Governments, War Ministers, even Armies and Navies, can do little. We have enormous advantages in our resources of men and material and our wonderful spirit, which has never understood the meaning of defeat. All these are great assets, and they must be used judiciously and effectively. I have no complaint whatever to make about the response to my appeal for men."

The progress of their Military training is most remarkable, and the country may well be proud of her recruits; but we want more men, and still more men, till the enemy are crushed. Our losses in the trenches have been severe, but they will act as an incentive to British manhood." The Secretary for War paid a heartfelt eulogy to the British Army, and said that Field-Marshal Sir John French and his Generals had displayed military qualities of the highest order. The same level of courage and efficiency had been maintained throughout all ranks. "The enemy," he concluded "must also reckon with the forces of the great Dominions, the vanguard of which we have already welcomed in very fine bodies of men. Besides these there are training in Great Britain over a million and a quarter of men, eagerly awaiting the call to take their place in the field and to sustain the credit of the Army, which has never stood higher than to-day."

The Rt. Hon. WINSTON CHURCHILL responding for "The Navy," said that eighty miles away the world's greatest battle was raging. Here they sat in the old Hall as usual. That was due to the Navy. (Loud cheering.) The Navy were naturally impatient to strike a direct blow, but they must be patient and their time would come. The conditions were curious and novel. We were securing all the seas for transporting troops, thus offering a target incomparably greater than the enemy. Mr. Churchill, emphasised the economic pressure of the blockade and said it would ultimately spell Germany's doom. Despite losses, the British Navy was stronger to-day than at the outbreak of war, particularly in its most important branches.

The Right Hon. H. H. ASQUITH, the Prime Minister, received an ovation when he rose to reply to the toast of His Majesty's Ministers. He said: "Never has any Government in our history more needed the whole-hearted confidence and unselfish co-operation of the community without distinction of party or class, and never has that confidence been more ungrudgingly expressed and that co-operation more generously offered."

This was the seventh year in succession that he had responded for His Majesty's Ministers at the Guildhall. During that time not only our own country but the world outside had experienced many strange vicissitudes. It was not inappropriate to recall the European situation. It presented new features of startling and arresting significance which it had been left to time to unfold. First there was the formal annexation of Bosnia and Herzegovina. Advantage was then taken by Austria with the connivance of another Power to ride roughshod over weaker nationalities, and set aside the public law of Europe.

[The remainder of Mr. Asquith's remarks on the events leading up to the War had not reached us when we went to press but we give two later sections of the speech.]

[THROUGH REUTER'S AGENCY.]

Turning to financial, and economic questions, Mr. Asquith explained the measures taken by the Government to deal with the abnormal situation at the beginning of the war. He thought that the results were very satisfactory. Foreign exchanges were working in the case of most countries quite satisfactorily. The gold reserves of the Bank of England which were forty millions sterling on July 22nd and which had fallen by August 7th to twenty-seven millions, now stand at the unprecedented figure of sixty-nine-and-a-half millions (cheers.) The central gold reserve after three months of war amounts to eighty millions, almost exactly three times the amount at which it stood at the beginning of the crisis.

Mr. Asquith pointed out that the bank rate, after fluctuations, now was about the level at which it stood this time last year. Food prices had been kept on a fairly normal level, and though trade had been curtailed in some directions unemployment had been rather below than above the average. In this connection, Mr. Asquith paid a tribute to the co-operation of City financiers in relieving the situation and announced that H.M. the King in recognition thereof had conferred a peerage on Mr. Walter Cunliffe, the Governor of Bank of England. Mr. Asquith told his hearers that they should not be moved unduly by the conflicting fortunes of the campaign, which going to be a long struggle.

The Right Hon. A. BALFOUR, M.P., proposed the toast of "Our Allies." He said that Japan had given a good omen to the Allies in taking Tsingtau from those that had flouted her. He expressed boundless admiration for the triumphal progress and remorseless speed of Russia. "Never will those days be forgotten when England and France were fighting side by side against a common enemy of civilization." (Great cheering.) Mr. Balfour praised the wonderful courage of Serbia and Belgium.

The FRENCH AMBASSADOR to London, responding for the Allies, emphasised that when history sought the responsibility for so much bloodshed, those burnings, and those methodical massacres, it would find that the responsibility did not rest with the Allies. The barbarism raised by the dogma taught by Professors and reinforced by science was new to all times. The Allies believed in eternal Justice, and awaited its decrees with unshakeable confidence.

THE GERMAN CONSPIRACY MANIA.

The story, which the *Vorwärts* has proved to be false, of a woman at Mulhausen who tried to poison German soldiers with soup, is one of those fictions which are more significant than truth, since they throw light on the state of mind of those who believe them. And it is not the only fiction of the kind that Germans have believed. It is said that wounded German officers in English hospitals have a great fear of being poisoned; so much so that in some cases they have refused to eat unless the nurses tasted their food for them. This seems to us almost madness; and it is a madness produced in minds otherwise sane by the German conception of war and indeed by the German conception of all international relations. We know how persecution mania in individuals begins often with a vague sense of general hostility and ends with definite delusions such as this poisoning delusion. Well, the whole German nation seems to have been suffering for some time from persecution mania. They were taught to believe that nations were necessarily hostile to each other, that peace was only a kind of secret war or preparation for open war; and their minds, fevered by this doctrine and by their own practice of it, contracted the further belief that there was a conspiracy among other nations to fall upon them at the first favourable opportunity. This may or may not have been believed by the Government; but it is a belief that the Government fostered for its own purposes and relied upon when it provoked and declared war. And the coalition which its unscrupulous clumsiness formed against it was, of course, only a confirmation, to the ordinary German, of his belief in a conspiracy against his Fatherland. Germany could not have so many enemies unless they had plotted to destroy her. The explanation that she had made all those enemies by her own conception of international relations is one that he has never heard and would not listen to for a moment if it was put to him. So the mass of the German people approve what they believe to be a war of defence by persecuted Germany; and they approve of the manner in which she conducts it, partly because they have been taught that civilized war is a contradiction in terms, and partly because they think that a nation so persecuted has a right to commit any excesses against her persecutors. The German Government knows well enough that it is harrowing Belgium because it hopes, by terror, to prevent the Belgians from hampering the German communications. But the ordinary German believes that Belgium is in the conspiracy and must be taught a lesson. That is enough for him; and all the reports that reach him of German cruelty, if any do reach him, are part of the conspiracy too. The conspirators are trying to defame Germany as well as to destroy her. So the German officer, having practised the German doctrine of war, assumes that his enemies practise it too and carry it further than the Germans, because they are his enemies. He cannot believe that he will be treated humanely when he is wounded and a prisoner; and he sees only treachery in the appearance of humane treatment. His delusions can be proved to be false; but behind him there is a whole nation deluded, mad with conspiracy mania, and threatening the civilization of Europe in its madness; and against this nation Europe has to protect herself until it has learnt sanity in disaster.—*The Times*.

STRAUSS OR SMITH?

HUMOURS OF THE WAR ON GERMAN NAMES.

NO MORE FRAULEINS.

When you meet a stockbroker who belongs to your club and has a rolling "p" account, and who used to answer to the name of "Schoppenheim," you feel pained, says a writer in a London paper, when he savagely corrects you and says his name is "Chichester."

You know he was naturalised some years ago, and is not a bad sort of a fellow, even if he is a German or Austrian by birth; but you can't stand him as "Chichester," and you never will it shocks you. But you'll get a lot of these shocks as the days follow each other. You are told that "Harsenbeck" is now plain and simple Harris; and Nordensbaum, your barber, tells you he had to do it to save his sadly depleted custom, and he hopes you will call him "O'Reilly" in future.

Then your wife tells you that the "König" which adorned the front of the curio shop has been changed to "Cathy," but that she is sure he is training pigeons on the sly, and that the manager at the restaurant where she liked to take an occasional luncheon used to be addressed as "Feuerberg," but has now become "Fife."

A little inquiry and observation reveals an extraordinary amount of name-changing among all sorts of people who have the misfortune to spring from families which originated in the Hun country. Exactly what William the Butcher will think of all this repudiation it is easy to imagine. He will almost twist his moustache off when he hears of it.

CONSOLING THE GOVERNESS.

There's Mrs. Adolf Klinkenstein's letter marked "private," which intimates to you that her husband has (by deed poll) changed his name, and she encloses you her new visiting card—"Mrs. Alfred Everhard." The Schlesinger family are all "Welby's," and the Einsteins "Watermans." That pleasant man at the piano who composed a song for your daughter and signed it "Carl Humpersteintz" sent some flowers yesterday with "Charley Hall's kind regards." In his case at least it must be a relief to drop such a lot of letters!

There's the governess, poor little woman! She says she can't get back to Darmstadt, and you gladly keep her and console her when she begs that you will forbid the children to call her Fraulein, and that she intends changing her name from Schwartz to Taylor. At the same time you make up your mind to watch her a little; you can't help suspecting a German after all you have heard, and you won't have her writing to her home-people in the land of the Huns giving information she may overhear.

And so it is everywhere; you have never realised what a lot of German people you knew—you are discovering it now, and not always pleasantly. These nice neighbours of yours, the Osenbergers, who gave such delightful Sundays with violin concertos, have changed their name to "Chumley," but it is quite obvious that all their sympathies are with Germany, and so your acquaintance has been reduced to a stiff bow when you meet. As for other names, you hear that "Schloss" is now "Castle," "Weinberg," "Peters," "Backhaus," "Baker," "Klein," "Little," "Kaiser," "Kingsley," "Rosenheim," "Rodney," "Bieberich," "Bloomfield," "Katzenschneider," "De Vere," "Bärensatz," "Digby," "Himmelschein," "Harvey," and "Strauss," "Smith."

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NEW ADVERTISEMENTS

THE CATHAY TRUST, LIMITED.

NOTICE IS HEREBY GIVEN that a Petition presented in the Supreme Court of Hongkong, Original Jurisdiction, on the 19th August, 1914, containing a Resolution reducing the Capital of the above-named Company from 21,000,000 to an amount not less than 2,500,000 was directed to be heard before His Lordship the Acting Chief Justice, Mr. JUSTICE GOMPERTZ, on the 15th day of November, 1914.

DEACON, LOOKER, DEACON & HARTSON,
Solicitors for the Company.
Hongkong, 11th November, 1914. [1343]

ZIANGBE RUBBER COMPANY, LTD

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai on MONDAY, the 16th of November, 1914, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 16th November, 1914, both days inclusive.

By Order of the Board of Directors.
J. A. WATTIE & Co., Ltd.,
Secretaries and General Managers.
[1344]

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MADAME D. C. CASULLI,
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Rooms Nos. 91 and 92.
Hongkong, 4th November, 1914. [1318]

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THE CREDITORS of the above-named Firm are hereby required to send all Claims to the Undersigned, who have been Appointed LIQUIDATORS.

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[1176]

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INTIMATIONS

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Care of Messrs. SHEWAN, TOMES & Co.
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PUBLIC LECTURE AT THE CITY HALL.

A LECTURE to which all are invited, on "HIGH AND LOW TEMPERATURES" illustrated by experiments, will be given by PROFESSOR C. H. ROBERTSON, at the CITY HALL, on FRIDAY, the 13th November, 1914, at 5.15 P.M.

H. E. POLLOCK,
Hon. Secretary,
HONGKONG OLD VOLUNTEER SOCIETY.
Hongkong, 9th November, 1914. [1338]

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Hongkong. New York. Tokyo
Kagi. Osaka. Yokohama
Koolang. San Francisco. Etc.

HONGKONG OFFICE.
3, Des Voeux Road.

Interest allowed on Current Accounts.
Deposits received on terms which may be
had on application.

K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1211]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS.
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MANAGER:
Shanghai—A. G. STEPHEN.

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On Current Account at the rate of Two
per cent. per annum on the Daily Balance.

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For 3 months, 3 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [15]

THE MERCANTILE BANK OF
INDIA, LIMITED.

Authorized Capital £21,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund " 465,000

BANKERS:
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LONDON JOINT STOCK BANK, LIMITED.

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The Wine Merchants of the East.

APIER - JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
**BEWARE OF
IMITATIONS.**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

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Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken

I say

KEATING'S LOZENGES
cure the worst Cough.

They tell me there's VAN HOUTEN'S COCOA for Breakfast

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 2
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 3
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.

**THE NEW FRENCH REMEDY.
THERAPION NO. 1**
CURES RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 2
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION NO. 3
CURES BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.

ENEMY PATENTS.

BRITISH APPLICATIONS FOR LICENCES.

It is generally known that the British Government have passed an Act—the Patents, Designs, and Trade Marks (Temporary Rules) Act, 1914—under which the Board of Trade is authorised to license British firms to use the registered trade marks of alien enemies. No cases have yet been heard, writes a correspondent in the *Times* of September 19th, and there is considerable uncertainty as to what principles will guide the Board of Trade in arriving at its decisions in regard to the avoidance or suspension of the registration of trade marks the proprietors of which are the subjects of a state at war with his Majesty.

In the case of a well-advertised article there is a considerable property in the registered trade mark and, naturally enough, many British firms would be eager to seize the opportunity to secure the benefit of the good will in such trade mark and to profit by licence to mark their own manufactures with the mark heretofore exclusively the property of the original makers.

On the other hand, in many cases a considerable outlay would be necessary before business could be done, and before embarking on such expenditure a British firm is naturally anxious to know how long it will enjoy the benefit if a licence is granted by the Board. The first case will not be heard until September 17th, when an application in the name of H. S. Wellcome, Snow-hill-buildings, will be heard in respect of the trade mark "Salvarsan."

BOARD OF TRADE POLICY.

Meanwhile, it is interesting to consider what are the lines on which the Board of Trade is likely to proceed. It is safe to say that there is no intention on the part of the Board to allow confiscation. The object of the Act was to enable the Board to grant licences to British firms to meet any public demand that might arise and not to enable the British manufacturer to appropriate indefinitely the property even of an alien enemy.

If there is any idea on the part of the commercial community that, by the more payment of a fee of a couple of pounds, it will be possible to obtain the right to exploit a German mark, such an idea should be at once set aside. It is certain that, whatever else the Board of Trade may do, it will not consider any application which is not absolutely bona fide, and the applicant, in all cases, will certainly have to show that to grant him a licence would be a benefit to the State.

BRITISH TRADE MARKS IN GERMANY.

The Act does not make it clear whether such licences will be issued for the term of the war, or whether they will be granted to more than one applicant for the same article, but it is impossible to conceive that the Government have not had in mind the fact that there are a far greater number of British trade marks registered in Germany than there are German marks registered in Britain, and that in this matter both sides have too much glass exposed to indulge in the pastime of stone-throwing.

An issue of the *Frankfurter Zeitung* of a few days ago shows that the new legislation in Britain has been very seriously considered in Germany, and it would not be a surprise to find that the Government in passing this Act were largely influenced by a desire to have at hand the means of retaliating in the event of any piratical action on the part of the German authorities. That is to say, at the conclusion of the war it is probable that the owners of German trade marks in Britain will be allowed to resume their property if it is found that the owners of British marks in Germany are similarly protected, but only if that is the case.

The manufacturer on this side has of course other points to consider besides the probable duration of a licence to assume temporary proprietorship. It cannot be overlooked that it might prove exceedingly beneficial to the alien proprietor of a trade mark, which he was unable to trade to have his goods will protected by trade and advertising, if only by a competitor, during the term of the war. Keeping an article before the public is one of the most important considerations for an advertiser, and to resume proprietorship of a mark under which trade has been persistent is a very different thing from resuming proprietorship of a mark which has been in disuse during a more or less lengthy period.

No doubt these points have been present in the minds of manufacturers, and it is interesting to see that among those marks in respect of which applications have been made, in addition to Salvarsan, already mentioned, are:

Lysol, application made by Charles Zimmermann & Co. (Chemicals) (Ltd.), 9-10 St. Mary-at-Hill, and by Robinson Brothers (Limited), West Bromwich.

Formant, by J. E. Griffiths, East Sheen.

Sanatogen, by J. E. Griffiths and by Callard, Stewart, and Watt (Limited), 49, Old Bond-street.

Mercedes, by M. Byron, 11, 12, and 13, Market-place Oxford-circus.

4,711, by Scrubb & Co. (Limited), Aspirin, by Scrubb & Co. (Limited) and I. A. Keene, 26 High Holborn.

In regard to applications for or licence where, as a rule, patent that is more or less expensive has to be laid down it is possible that the Board may grant perpetual licences, and that the original owner at the conclusion of the war will only be allowed to resume his rights subject to that limitation. It seems most probable that in every case the facts brought before the Board will rule its decision, and it is unlikely that any steps will be taken that will imperil the rights of British proprietors of patents, designs, or trade marks registered in the enemy States.

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TELEPHONE 346.

150 DESIGNS
IN
**CRETONNES AND BORDERED
CASEMENT CLOTHS.**

SEND FOR SAMPLES.

**150 DISTINCT
PATTERNS.**

[649]

INDO-CHINA BRICKS, TILES, PIPES, COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1040-2]

SINKING OF THREE BRITISH CRUISERS.

LONDON, September 24th.

The three ill-fated cruisers had for some time been patrolling the North Sea. According to blue-jackets' narratives, the *Aboukir* felt the shock on the port side, and an explosion followed. A column of water rose mast high. The stockhold was wrecked, and, judging by the rapid sinking the lower part of the hull was ripped open. A majority of the crew were asleep, worried with a constant vigil, but the officers and men in pyjamas rushed from their quarters in perfect order. The quick-firers were manned in the hope of getting a dying shot at the submarine, but none of them were visible. Of the *Aboukir's* boats two were smashed in recent gales and the explosion wrecked another.

Meanwhile a sister of the cruisers, a mile off, heard an explosion, and thought the *Aboukir* had struck a mine. She closed in and lowered her own boats. This sealed her own fate, as despatches indicate that the *Creasy* alone appears to have seen the submarines in time to retaliate. She fired a few shots before heeling over and breaking in two. The *Aboukir's* men who were afloat hoped for everything from the arrival of the cruisers. When these sank many of the men relinquished the struggle and sank.

An officer who was rescued after swimming in his pyjamas having lost his jacket in a drowning man's grip, remarked: "Our chief thought was satisfaction at the fact that the Germans destroyed only three comparatively obsolete cruisers, that were destined to be scrapped. We had scratch crews, who had only been together for six weeks. All behaved splendidly. The hardest was the fate of the naval cadets. Many were only 15 years old. One, a midshipman, asked quietly without a thought of himself, 'What can I do, sir?' The poor boy's call came early, but they were as cool as old hands."

A target floated off the *Hogue's* deck, and 84 men were saved on it. They were huddled for four hours waist deep in water. Rescued officers speak admiringly of the skill and daring of the Germans, and are far from bearing a grudge against them. They have nothing but professional praise for the submarine's feat. The only grievance is that they did not have a proper shot at the enemy. "Our only share in the war was a few uncomfortable weeks of bad weather among the mines and submarines," remarked one officer.

Although the survivors in Holland are technically prisoners, the people of Ymuiden refuse to consider them as other than honoured guests. One narrator saw a blue-jacket asleep, covered with a white ensign. This he snatched before diving overboard, and he held it in his teeth while in the water. He refused to relinquish it when rescued. The *Flora's* and the *Titan's* captains, ignoring all risks, cruised to the scene of the disaster and for hours assisted in the rescue work. They rescued many exhausted sailors, one with his legs broken. The survivors included two doctors, who worked hard at helping the sufferers.

A member of the *Aboukir's* crew, who was on watch at the time, states that the explosion shook the whole ship and tore a great lump out of her side. Many men on the upper deck were killed outright. When the vessel heeled, and before the rail was immersed, the order was given, "Every man for himself." Long before the *Creasy* and the *Hogue* reached the spot the *Aboukir* disappeared. "The Germans certainly took us by surprise," added the survivor, "and made most of the opportunity." Most of the victims belong to Chatham, where about a thousand homes are faced with mourning.

Mr. Dougherty, chief gunner of the *Creasy*, states: "The water was fairly rough, and we were steaming in a line somewhere off the coast of Holland. A hundred yards, approximately, separated each vessel. Suddenly we heard a great crash, and the middle ship *Aboukir* heeled over, the vessel going down rapidly. We closed up with the sinking ship, and then a second crash came, and the *Hogue* began to settle down. We drew near, and then someone shouted to me 'Look out! There's a submarine on the port beam.' 'I saw her about 400 yards away with her periscope above the waves. I took careful aim with a twelve-pounder, and the shot went over her about two yards. That gave me the range. I fired again, and hit her periscope. She disappeared, but up she came again, showing her conning tower. I fired a third time, and smashed her in the top of her conning tower. Our men standing by gave a great cheer and shouted, 'She's hit!' As she sank, two Germans floated by, swimming hard. 'After that we shot at a trawler 1,000 yards off, this vessel being evidently a German in disguise directing the operations. The shot set her afire, but I do not know her ultimate fate. By this time we were struck by a torpedo, but the damage was not vital. Then we saw a second submarine on the starboard, and made a desperate effort to get her. We failed, and her torpedo got home in our engine-room. The *Creasy* began to turn over, and the captain on the bridge said, 'Keep cool, my lads! Keep cool! He advised us to pick up the crews and to keep them afloat.' 'That was the last I saw of Captain Johnson, and I believe he went down with the ship. One torpedo passed under our stern. The enemy was actually discharging torpedoes while the water was thick with drowning men. When we were in the water we shouted cheery messages to one another. One man called out, 'It's a long way to Tipperary.' 'Yes, replied another, 'if you're going to swim.'"

THE CHURCH OF CHINA.

A DIOCESAN CONFERENCE.

The Diocesan Conference for the Chinese members of the Church is in session at St. Paul's College. The delegates were received by the Bishop and Hongkong representatives on Monday evening. Yesterday they met for Holy Communion at 9.30 immediately after which new clergy received their licences and at 10.30 the first session of the Conference took place at St. Paul's College. After the Bishop's inaugural address the following agenda was before the Conference:—

- 1.—Minutes of Conference 1913.
- 2.—Appointment of Secretary and Treasurer.
- 3.—Receipts reports of Committees and Councils and transact business arising therefrom.
- 4.—Revise Provisional Constitutions and Canons.
- 5.—Consider Interim Report of the Committee of the General Synod on Church extension.
- 6.—Appoint and instruct delegates for General Synod of 1915.
- 7.—Appoint standing committee.
- 8.—Consider the appointment of Diocesan Board to hold property of the Chung Wa Sheng Kung Hui in the Diocese.
- 9.—Arrange for the financing of the Diocesan Synod and the Diocese's proportion of the expenses of the General Synod.
- 10.—Any other business approved by a two-thirds majority of each order present.

MOUTRIE PIANOSare **BACKED**

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EASY TERMS CAN BE ARRANGED.

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S. Moutrie & Co., Ltd.

[51-2]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 86' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES.

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

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DUTT'S "MANGO" BRAND**CHUTNEYS AND CURRY STUFFS**

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"EAST INDIAN CONDIMENT CO."**BRND IANDIAN CONDIMENTS.****SREEKISSEN DUTT & CO.,**

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914. [825]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East—15, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 52, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

Cable Office:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. [707]

H.K.V.R. STONECUTTERS CAMP.

ORDERS BY MAJOR WAKEMAN, G.C.H.K.V.R.

- 1.—Nos. 1, 2 and 3 Companies will parade on the Cricket Ground at 5 p.m. on Thursday, the 12th inst.
- 2.—All Musketry Score Registers, properly made out, to be sent in by Group and Section Commanders to the Adjutant by Thursday, the 12th inst.
- 3.—L. G. Bird, Captain, Adjutant, H.K.V.R.

WIMBOLD'S CURE FOR ASTHMA

Over 30 years ago the late Lord Brasenfeld testified to the benefits he received from WIMBOLD'S CURE, an every day remedy giving relief in 10 days.

WIMBOLD'S CURE FOR ASTHMA

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APIOLINE
(CHAPOTEAUT)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tonic, steel Drops and Pottery royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

[123-3]

SHIPPING

ARRIVALS.

BOYALIN, Russian str., 695, G. Baiding, 10th November—Shanghai 6th November, Coal.—Mitsui Bussan Kaisha.
CHINKANG, British str., 1,225, G. R. Ainslie, 10th November—Bangkok 30th October, Rice and General.—Butterfield & Swire.
HAIKUN, British str., 641, A. H. Stewart, 10th November—Swatow 9th November, General.—Douglas LaPrade & Co.
NUBIA, British str., 3,697, A. B. Garwood, R.N.E., 6th November—Bombay 23rd October, General.—P. & O. S. N. Co.
YUENSANG, British str., 1,127, Tough, 10th November—Manila 7th November, General.—Jardine, Matheson & Co.

SHIPPING REPORT.

The British str. *Yuensang* reports: Light N.E. winds and fine clear weather near the Philippines, strong north-easterly winds and rough sea near the China coast.

PASSENGERS.

ARRIVED.
Per *Yuensang*, from Manila, Messrs. W. Bowerman, J. Dewar, C. Madeini and A. B. Gannon.
Per *Nubia*, for Hongkong, from London, etc., Mr. and Mrs. T. Grimshaw, Mr. F. N. Mason, Mr. A. S. Allan, Miss Rogers, Mr. H. M. Hall, Mr. and Mrs. J. F. Robson, Mr. Hobson, Jr., Miss Robson, Major Barton Hill, from Penang, Mr. G. R. Sykes, from Singapore, Bishop and Mrs. Ereland, Mr. J. C. G. Harrison, Mr. Valk, Mr. T. A. Kennard, Miss, Mrs. and Master Fothergill, Miss Taylor, Miss G. Fothergill, Mr. H. Brian Bates and servant, Mr. H. Arom, Mr. R. Hoke and Mr. N. L. Whatford.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship
"ATLANTIQUE" Captain Charbonnel, will be despatched for Marseilles, without transshipment, on TUESDAY, 17th November, at 1 P.M.
Ports of Call: SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID.
P. THOMAS, Agent.
Hongkong, 30th October, 1914.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBIA, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Company's Mail Steamer
carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 20th November, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s Mail Steamer from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the Co.'s Mail Steamer despatched in London on the 1st January, 1915.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all parcels are required.
For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 7th November, 1914.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 10th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.04	30.12	30.10
Temperature	74	63	74
Humidity	70	70	65
Wind Direction	North	North	East
Force	1	1	4
Weather	c	c	c
Rain	—	—	—

Highest open air Temperature on 9th ... 74
Lowest open air Temperature on 9th ... 63

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & GENOA VIA SINGAPORE, &c.	BRIT. STR.	—	—	—	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & HULL	BRIT. STR.	—	—	—	P. & O. S. N. Co.	About 25th inst.
MARSEILLES VIA PORTS	FRAN. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th Dec.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	FRAN. STR.	—	—	—	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	JAP. STR.	—	—	—	YIPPOON YUEN KAISHA	On 18th inst., at 10 A.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	To-day, at 3 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT, &c.	JAP. STR.	—	—	—	YIPPOON YUEN KAISHA	On 17th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KOREA & JAPAN	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	On 28th inst., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	JAP. STR.	—	—	—	PACIFIC MAIL S.S. Co.	On 1st Dec., at 1 P.M.
MEXICAN, PANAMA & CHINA PORTS VIA JAPAN	JAP. STR.	—	—	—	TOYO KISEN KAISHA	On 8th Dec.
AUSTRALIAN PORTS VIA MANILA	JAP. STR.	—	—	—	PACIFIC MAIL S.S. Co.	On 16th Dec., at Noon.
JAPAN	JAP. STR.	—	—	—	TOYO KISEN KAISHA	On 2nd Dec.
YOKOHAMA, KOBE & MOJI	JAP. STR.	—	—	—	GIBB, LIVINGSTON & Co.	On 14th inst., at 11 A.M.
KOBE & YOKOHAMA	JAP. STR.	—	—	—	YIPPOON YUEN KAISHA	On 20th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'light.
SHANGHAI, KOBE & MOJI	JAP. STR.	—	—	—	YIPPOON YUEN KAISHA	On 17th inst., at 11 A.M.
WEIHAIWEI & TIENTSIN	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 5 P.M.
SHANGHAI	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 28th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
SHANGHAI & KOBE	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	JAP. STR.	—	—	—	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
SHANGHAI & KOBE	JAP. STR.	—	—	—	NIPPON YUEN KAISHA	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	JAP. STR.	—	—	—	P. & O. S. N. Co.	About 17th inst.
SHANGHAI & KOBE	JAP. STR.	—	—	—	NIPPON YUEN KAISHA	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	JAP. STR.	—	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI & KOBE	JAP. STR.	—	—	—	BURMAN VOLUNTARY FLEET	About 16th inst.
VIADIVOSTOK VIA JAPAN	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	To-day, at Noon.
FOOCHOW VIA SWATOW & AMOY	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	To-day, at 8 A.M.
AMOY & TAIKAO VIA SWATOW & AMOY	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	On 15th inst., at 10 A.M.
AMOY & FOOCHOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	On 14th inst., at 3 P.M.
SWATOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	On 21st inst., at 3 P.M.
SWATOW, AMOY & FOOCHOW	JAP. STR.	—	—	—	DOUGLAS LAFRAIR & Co.	On 17th inst., at 1 P.M.
SWATOW & BANGKOK	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
MANILA	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 P.M.
MANILA, CEBU & ILOILO	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 3 P.M.
MANILA	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	JAP. STR.	—	—	—	OSAKA SHOSHIN KAISHA	Quick despatch.
BOMBAY, PORT SUEZ, PENANG & COLOMBO	JAP. STR.	—	—	—	NIPPON YUEN KAISHA	On 15th inst., A.M.
BOMBAY VIA SINGAPORE & COLOMBO	JAP. STR.	—	—	—	NIPPON YUEN KAISHA	On 23rd inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	JAP. STR.	—	—	—	NIPPON YUEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
SANDAKAN	JAP. STR.	—	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
NEWCHWANG	JAP. STR.	—	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
STAMEN	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Quebec	Liverpool	Liverpool	Quebec	STAMEN	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sailings Temporarily Withdrawn.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65 —	£65 —
EMPERESS OF INDIA	£65 —	£65 —
EMPERESS OF JAPAN	£43 —	£45 —
MONTAGLE	£43 —	£45 —

Hour of Departure.—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBIRIAN ROUTE.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Salons, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedlar Street and Praya

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "FAUSANG" ... Thursday, 12th Nov., 3 P.M.
SANDAKAN "CHUNSHANG" ... Friday, 13th Nov., Noon.
MANILA "YUENSANG" ... Saturday, 14th Nov., 3 P.M.
MANILA "LOONGSANG" ... Saturday, 21st Nov., 3 P.M.
YOKOHAMA, KOBE and MOJI "YATSHING" ... Thursday, 25th Nov., D'light.
SHANGHAI, KOBE and MOJI "NAMSANG" ... Saturday, 28th Nov., D'light.

RETURN TOURS TO JAPAN.

The Steamers "YUENSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING", "YUENSANG", and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A only qualified engineers is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yagasaki, Choshi, Tsuru, Tokyo, Yokohama, Kobe, Osaka, and Japan.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.
Hongkong, 11th November, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215.
Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

LONDON & HULL ... "MERIONETHSHIRE" ... On 24th Dec.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA } "GLENBOY" ... On 24th Nov.
& PORTLAND via HONOLULU

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. JARDINE, MATHESON & Co., LTD., AGENTS.
Hongkong 4th November, 1914.

WEATHER REPORT.

On the 10th at 11.45 a.m.—Pressure has increased considerably upon the continent and decreased extremely quickly over Japan. A uni-cyclone of considerable intensity now covers China and a shallow depression, which formed over Manchuria yesterday, has deepened and moved rapidly eastward, being situated to the east of Hokkaido this morning.

The monsoon has freshened and will blow strongly over the northern part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT. FORECAST.
Hongkong & Neighbourhood. (E. and N.E. winds, moderate to fresh; cloudy.)
Formosa Channel. (N.E. winds, strong.)

South coast of China between (The same as Hongkong and Lamook.) No. 1.

South coast of China between (The same as Hongkong and Hainan.) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

10TH NOVEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	7 a.	33.34	22	50	NNW	1	b
Nemuro	6 a.	29.67	—	—	N	3	—
Hakodate	—	29.81	—	—	N	3	—
Tokio	—	29.85	—	—	SW	1	—
Koshi	—	30.01	—	—	SW	1	—
Nagasaki	—	30.15	—	—	N	1	—
Kagoshima	—	30.12	—	—	NNW	1	—
Oshima	—	30.03	—	—	NNW	4	—
Ishijima	—	30.07	—	—	NNW	1	—
Sonima Is.	—	30.6	—	—	N	0	—
Chefoo	—	30.47	43	74	N	4	bo
Wellsbair	—	30.42	56	83	NNW	2	o
Ichang	—	—	—	—	—	—	—
Kiungang	—	—	—	—	—	—	—
Chungking	—	—	—	—	—	—	—
Shanghai	—	30.34	47	—	N	1	bm.
Guizhou	—	30.33	59	—	N	0	oy
Shanghai	7 a.	30.20	67	—	NNW	4	o
Amoy	6 a.	30.15	68	79	N	4	b
Swatow	—	—	—	—	—	—	—
Taihou	5 a.	30.19	—	—	E	2	—
Taihou	—	30.04	—	—	NE	2	—
Taiwan	—	30.04	—	—	NE	4	—
Koshun	—	29.99	—	—	NE	10	—
Peccadores	—	30.03	—	—	NE	10	—
Canton	6 a.	30.15	61	83	N	2	o
Hongkong	—	30.12	63	70	N	2	o
Gap Road	—	30.13	—	—	N	1	o
Maos	—	30.01	65	—	NNW	2	o
Wuchow	5 a.	—	—	—	—	—	—
Holchow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phullen	6 a.	30.07	70	—	NE	3	o
Tourane	—	—	—	—	—	—	—
Cape St. James	—	29.88	75	—	E	4	b
Apaziti	—	29.97	71	—	SW	1	—
Manila	—	29.93	71	—	N	0	b
Legaspi	—	29.92	73	—	N	1	b
Iloilo	9 a.	29.15	83	—	NNW	1	b
Cebu	—	29.93	86	—	NE	1	b
Labuan	—	29.85	87	—	NE	2	o

T. F. CLAXTON, Director.

1 Barometer, reduced to 32 degrees Fahrenheit, is the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 Rain in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 11th to 17th November, 1914.

HIGH WATER.				LOW WATER.		
-------------	--	--	--	------------	--	--

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	...	About 17th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	...	Noon, 20th Nov.	See Special Advertisement.
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	...	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they are effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NEWCHWANG	"PAOTING"	On 11th Nov., 4 P.M.
SHANGHAI	"YINGCHOW"	On 12th Nov., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 15th Nov., 4 P.M.
SWATOW and BANGKOK	"CHINKIANG"	On 15th Nov., 4 P.M.
MANILA, Cebu and ILOILO	"TAMING"	On 17th Nov., 4 P.M.
WETAI and TIENTSIN	"HUICHOW"	On 19th Nov., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 11th November, 1914

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	SATURDAY, 14th Nov., at 3 P.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 17th Nov., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 21st Nov., at 3 P.M.

These 8 owners will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 11th Nov., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	SUNDAY, 15th Nov., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th November, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM (Not calling at Manila)	...	On 14th Nov., 11 A.M.
ST. ALBANS	28th Nov.	On 18th Dec., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SARSOON & CO., LTD.,

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,400—15 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 17th November.
	HOMER	On 17th November, at 1 P.M.
MARSEILLES VIA PORTS	ATLANTIQUE	On 17th November, at 1 P.M.
	AUSALTIEN	On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 11th Nov., at 3 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 26th Nov., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yamane	SUNDAY, 15th Nov., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 11th Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DALIN MARU"	K. Murakami	SUNDAY, 15th Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 11th Nov., at 8 A.M.

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
	MIYAZAKI MARU Capt. Teranaka	16,000	WEDNESDAY, 2nd Dec., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 17th Nov., at Noon.
	YOKOHAMA MARU Capt. Komatsubara	12,500	TUESDAY, 1st Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato	13,500	FRIDAY, 20th Nov., at Noon.
	TANGO MARU Capt. Soyeda	13,500	WEDNESDAY, 16th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Kawashima	12,500	THURSDAY, 13th Nov.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Sakamoto	8,300	MONDAY, 23rd Nov.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Nomura	7,000	WEDNESDAY, 19th Nov.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	12,500	FRIDAY, 20th Nov., at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	16,000	TUESDAY, 17th Nov., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KATO MARU	16,000	11th Feb.
KASHIMA	16,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May
KITANO	16,000	20th May
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 292 and 1241

T. KUSUMOTO, MANAGER.

18-2-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave HONGKONG	Leave MARSEILLES	Due at LONDON	Due at PLYMOUTH
leave YOKOHAMA	COLOMBO, HAI	6 p.m. Noon.
p.m. Thurs.	Friday	Thursday
Nov. 9	...	Ncv	Nov. 21	Dec. 18	Dec. 24
...
...
Dec. 7	...	Dec. 14	Dec. 18	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S.

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£65.	£37.
"B" " " " "	£59.	£32.
2nd Saloon "A" " " " "	£44.	£26.
"B" " " " "	£40.	£22.
1st Saloon "A" Accommodation Single	£61.	£31.
"B" " " " "	£55.	£27.
2nd Saloon "A" " " " "	£42.	£23.
"B" " " " "	£38.	£20.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at Marseilles	Due at London
...	about	about	about	about	about	about
...	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 3
...
...	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single: £71 Return. 2nd Saloon £33 Single: £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 15%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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